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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 16 September 194

SUBJECT Red October Plant No. 466 in Leningrad

NO. OF PAGES 3

PLACE ACQUIRED

25X1

NO. OF ENCL. 3

DATE OF INFO.

25X1

SUPPLEMENT TO REPORT NO.

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25X1 1. Location and lay-out: see Annex 1.

2. Productive work force: from 2,500 to 3,000 Soviets in each of two shifts, and 300 to 500 building workers including 200 to 300 PMs.

3. Production: electric motors, 18 kilowatt, in quantity production since early 1948, and electric motors, 24 kilowatt. The four hundredth or five hundredth motor was completed in April 1948.

4. Test stands for turbo engines:

a. Director: a Soviet Air Force colonel [REDACTED]. The test stands were inspected several times daily by well-dressed civilians arriving in luxurious ZIS-110 cars. These civilians were often led by generals.

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b. Management: 40 engineers and specialists. Since the instruments of the control station were of German origin, [REDACTED] German engineers also were employed by the plant management.

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c. Test stand no. 1 (old test stand): One power plant there was in operation day and night. At the beginning of the tests, a hissing and whistling sound was heard, which later became an even, loud, and not too high siren-like tone. After hours, the whistling tone was heard again for a short time before the noise stopped altogether.

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d. Test stand no. 2 (new test stand): see Annexes 2 and 3. [REDACTED]

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The construction of the installation was begun [REDACTED]. It had progressed so far that test stand "A" was put into operation in February 1949.

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Next Review Date: 2008

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In the fall of 1948, construction work was started on three similar installations adjoining on the north. They were not yet completed by April 1949.

5. a. Details on the "New test stand" (the data refer to Annexes 1 and 2). Parallel to workshop No. 17 (see Annex 1) against its southern wall, there was the 100 feet long wing b. It was 42 feet high, had a span-roof, and had skylights (see item D of Annex 2).

b. Four concrete walls, each about 4 feet thick, about 85 feet long, and 26 feet apart, were built against the southern wall of workshop No. 17, subdividing the new test plant into the control cabin (B), 26x20x12 feet, and the engine test stands (A), 45x20x20 feet, each with a second story.

c. The control cabin, the central installation of the building, was located on a mezzanine. Another room of about the same dimensions was located under B. Many cables led into this room, which was furnished with electrical measuring equipment; a fuel line was also observed there. This basement was entered from D (see Annex 2) by a staircase.

d. The test stands were closed off from both the airshaft (item 4 of Annex 2) and the resistance wall (item 13) by means of drop doors (item 2). These doors, consisting of four sections, were operated by two motors located on the floor above. When being raised, the four door sections could be stored side by side, a device which saved much room.

e. The test stands had been in operation day and night since early February 1949. The noise emanating from it was similar to that described in par 4c above. Sounds similar to those produced by piston engines were occasionally heard.

f. All the tested engines arrived at the test stands in closed trucks. Special care was taken that none of the PWs could see them.

6. Organization: Test stands for turbine engines were located on the premises of the plant. These stands were not under control of the management of Plant 466. [redacted] did not find out to what installation they were assigned, [redacted] believes that they may have been operated by the Flugov Plant, because the main administration of Plant No. 466 and of the Flugov Plant were housed in the same building, located about 1.2 miles southwest of the plant.

3 Annexes: (1) Red October Plant No. 466 in LENINGRAD
(2) Test Stand II (new test stand) in the LENINGRAD Red October Plant.
(3) Details of Test Stand Equipment of the Red October Plant.

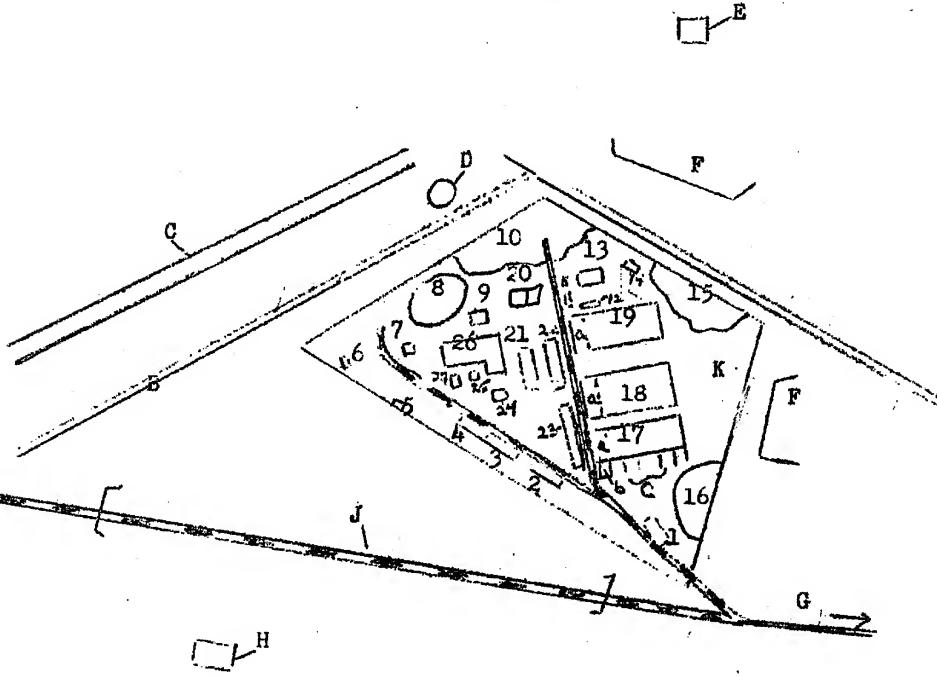
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Red October Plant No. 466 in Leningrad

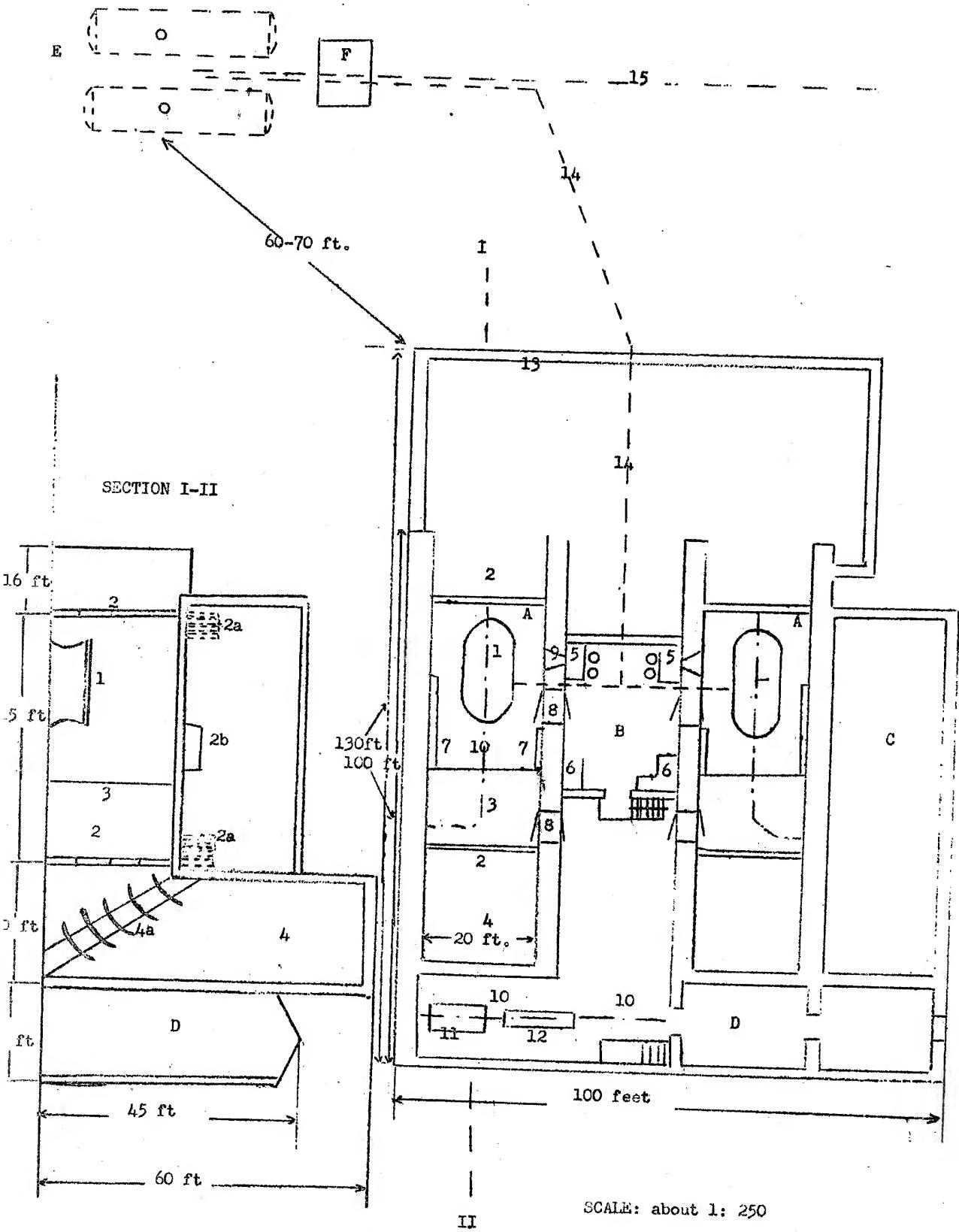


Scale 1:11,000

LEGEND:

- A RR line to Finnish RF station
- B Street
- C Street with street car line
- D Circular bread factory
- E Anti-aircraft gun emplacement
- F Residential blocks
- G RR line, allegedly to Viborg
- H Factory
- J Freight station
- K Red October Plant No. 466
- 1 Storage shed
- 2 Storage shed
- 3 Fire department
- 4 Post exchange
- 5 Lodge
- 6 Guardhouse
- 7 Semi-underground fuel dump, gasoline
- 8 Parking lot
- 9 Storage shed
- 10 Scrap dump
- 11 Cement dump
- 12 Slug stone plant } producing material
- 13 Asphalt plant } needed for the construction of the plant
- 14 Storage shed
- 15 PW camp
- 16 Cemetery
- 17 Workshop No. 4, framework completed, not yet furnished
- 18 Workshop No. 3, assembly of electric motors
- 19 Workshop No. 1, nearing completion, no details available on equipment
- 20 Workshop No. 27, foundry and office rooms
- 21 Workshop No. 10, production of semi-finished goods
- 22 Workshop No. 19, hardening shop and forge
- 23 Workshop No. 16, production of parts for electric motors, drawing offices on second floor
- 24 Wooden structure, production of cement slabs for roofs
- 25 Boilerhouse with smokestack 100 ft. high
- 26 Carpentry, repair of motor vehicles, general workshop
- 27 Old test stand
- 17b New test plant (see sketches 2 and 3)
- 17c Apparently further test stands scheduled for construction
- 17a, 18a, and 19a Three-story administration buildings

Test Stand II (new test stand) in the Leningrad
Red October Plant
(for Legend see next page)



SCALE: about 1: 250

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Annex 2
(Legend)LEGEND for Annex 2: Test Stand II in the Leningrad Red October Plant

- A Test stands
- B Control cabin
- C Office rooms
- D Ante-chamber
- E Two underground fuel containers, each 33 ft. long, diameter 8.5 ft.
- F Pump station, 10 x 13.5 x 8.5 ft.

- 1 Engine test stand; foundations - 13.2 x 3.3 x 6.5 ft., with a working platform - 20 x 10 x 6.5 ft., equipped with devices for the balancing of engines to be tested (see Annex 3).

The foundation was a special steel construction [redacted]
similar to the shape of a submarine conning tower. It had arrived from Moscow on a special truck in early January 1949.

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- 2 Drop doors
- 2a Drop doors pulled up
- 2b Driving motor
- 3 Air ducts for the feeding of airflow, concrete pipes about 16.5 ft. in diameter (see Annex 3).
- 4 Air shafts, 20 x 20 x 60 ft., with 3 air inlets
- 4a Five rows of curved steel plates were mounted in the two shafts for the regulation of the air flow from a vertical to a horizontal direction.
- 5 Control devices on tables. No details available. Cables and lines led to the two testing rooms A.
- 6 Switch boards in sheet metal cases with ammeters and voltmeters, levers, button switches of German origin. Firm's nameplate not seen.
- 7 Steel plates, 18 x 6.5 x .75 ft., supported by 3 T girders and let into the wall
- 8 Steel doors leading to air tunnels
- 9 Inspection holes for the observation of the two test stands, glass 6 in. thick
- 10 Traveling crabs
- 11 Table with polished steel plate 10 x 5 ft. and 3 in. thick, with measuring equipment on it. The table was carefully leveled prior to being used.
- 12 Concrete lined pit, 13.2 x 3.3 x 2.5 ft. No details available.
- 13 Slanting resistance wall for the diversion of the airflow to above, lined with cement slabs.
- 14 Underground pipe line from E to B and A
- 15 Underground pipe line from E to RR track

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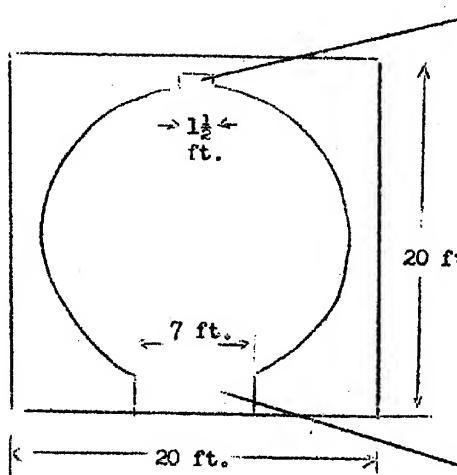
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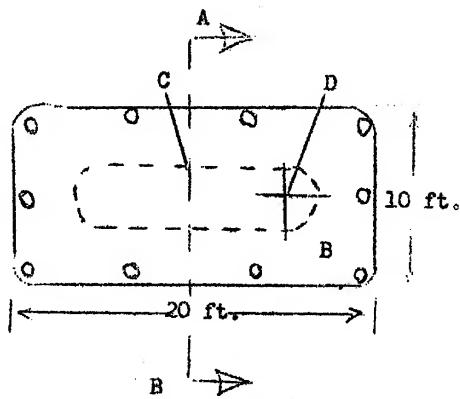
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Annex 3

Details of Test Stand Equipment of the
Red October Plant, Leningrad

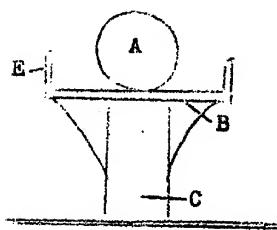


Sketch 3a: Cross section
of air ducts
(see item 3 of Annex 2)



Sketch 3b: Plan view of
working platform
(see item 1 of Annex 2)

SECTION A-B



Sketch 3c: Cross section of
working platform

- A Turbojet power plant
- B Working platform
- C Foundation
- D Scales
- E Railing

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